

NATIONAL SHIPS LOST.

Our navy as at present organized dates from the year 1794, and it is perhaps not a little curious that one of its first prizes should have been the first vessel lost without any one being able to say how she was lost. In 1799 the frigate Constellation, then under command of Captain Truxton, captured the French frigate l'Es-

surge, after a very gallant action. This was what was called the quasi war with France, caused by the depredations that were made upon our commerce by the cruisers of that country, which we very properly resented. The prize was taken into the navy, and was first commanded by Capt. Murray, who was succeeded by Capt. Fletcher. The latter officer sailed on a cruise in July, 1800, with a sort of roving commission. Some letters were received from persons on board of her, sent in by vessels that she spoke; but, though she was to have been about only eight weeks

nothing has ever been seen of her for almost four-and-fifty years. The Pickering, Capt. Hillar, a 14-gun vessel, which sailed a month later than the *Insurgente* for the West Indies, was never heard from again. The *Saratoga* of 16 guns was lost in the same way in 1807. One of the finest vessels that ever sailed from this

country was the the sloop-of-war *Wasp*, which left Portsmouth, N. H., in 1814, under the command of Capt. Blakely. On the 24th of June she captured and destroyed the British sloop-of-war *Reindeer*, and on the 1st of September, the *Avon*, a vessel of the same class. One of her prizes was taken on 21st September and sent to America under command of Mr.

Geisinger, and no direct intelligence was ever afterward received from her. She was spoken by a Swedish brig on the 9th of October, out of which she took two American officers who had belonged to the frigate Essex and were passengers in the Swede from Rio de Janeiro. This was the last time that she was seen.

"There is only one rumor in reference to this ship that has any appearance of probability. It is said that two English frigates chased an American sloop-of-war off the southern coast about the time the Wasp ought to have arrived, and that the three ships were struck with a heavy squall, in which the sloop-of-war suddenly disappeared."

The Wasp was uncommonly well manned and officered, and her loss was a severe one to the navy. Capt. Blakely was an admirable commander, and the gentlemen under him were of high merit. Two of the lieutenants, Mr. Reilly and Mr. Baury, had taken part in the capture of the *Guerriere* and the *Java*, and another, Mr. Tibbithast, was an officer on board the *Es-*

The Epervier brig, eighteen guns, sailed from the Mediterranean for the United States in 1815, and was never heard from after she passed the Straits of Gibraltar. She had been taken from the English, in 1814, by the Peacock, Capt. Warrington. We believe that

The most remarkable instance of the loss of a national ship, since the close of the last war with England, was that of the *Hornet*, which is supposed to have foundered in a "norther" in the Gulf of Mexico, about a quarter of a century ago. Nothing was heard

of her, if we remember, after she left Tampico, some time in the year 1830. The Hornet was one of the "lucky ships" of the navy, and a great favorite both with the service and with the country, and was distinguished for the part which she took in the war of 1812, capturing everything with which she fought, escaping from every enemy. In 1813, when commanded by

Capt. Lawrence, she took the British brig Peacock, after a short but very warm action of fifteen minutes, the Peacock being sunk. Attached to Commodore Decatur's squadron, a few months later, she was compelled to take refuge in New-London, when that squadron fell in with a greatly superior British force, where

she was blockaded for a long time. Escaping from New-London, she went to sea in January, 1815, under command of Capt. Biddle. On the 23d of March she engaged and captured the Penguin, a British vessel of about her own size and with a picked crew. Subsequently she was chased for two or three days by a British seventy-four, and narrowly escaped being cap-

The recent losses of the Albany and the Porpoise have revived the interest that used to be felt in the losses that we have mentioned above. It will be soon that it is no new thing in our navy for vessels to disappear, leaving no trace of their fate, and the same re-

This list embraces only those which have never been heard of after leaving port. There have been numerous other losses of national ships, among which were the capizing of the Somers in a squall, the burning of the steamer Mississippi, the destruction of the Fulton by explosion, &c. The sharp build, the weight

of metal, and the open ports of ships-of-war, probably expose them to more casualties than merchant vessels, notwithstanding they are much more efficiently and numerous manned.

DEATH OF AZARIAH WALTON.—Almost every per-

son who has passed down the St. Lawrence River will recollect Azariah Walton of Alexandria Bay. He was the chief man of that place for some 30 years, and owned many of the thousand islands over which his eye glanced daily. He died on the 18th inst., aged 70.

A correspondent of *The Boston Transcript* writes as follows concerning him:

"He was a political and personal friend of the late eminent Silas Wright, and for some time on intimate terms with that gentleman, whose speeches and messages found a fortunate interpreter in Mr. Walton."

Here the latter (for nineteen years Collector) entertained the popular, strong-minded and kind-hearted Wright—now talking of politics and now fish; and visitors to the Bay, who sought the society of the Collector immediately after the departure of the politician, were sure to find him fluent in speech and well posted upon all the prominent topics of the day. His last

act of construction is seen in a noble store on his wharf, with a piazza fronting the river, on which he hoped to sit for some years and enjoy the beautiful view, and mend and make fishing tackle for a pastime, frequently bestowing it on some needy juvenile piscator."

THE CANAL AND ITS PROSPECTS.—The Canal is doing well. On Tuesday the water was raised to 11 feet; the banks remain firm. There is yet some frost, but in one place only, and that as effectually prevents the water from rising rapidly and to a full head, with

not endangering the work, as much as the water overflowing the whole extent of the banks to the same depth; consequently the water rises very slowly, and the banks are tested inch by inch. But the story is very nearly told, and we confidently believe that before the next issue of our paper the Canal will be begun, and prove the whole work to be of the most substantial character.

The *Journal* contains the rules and regulations for the management and passage of vessels through the Canals. They are comprised in twenty-seven sections; we reproduce three of them:

Every vessel navigating the Canal, or lying to at any place thereon, shall exhibit the lights

No vessel shall be propelled through the Canal at a greater speed than four miles per hour, under a penalty of fifty dollars.

The Canals and Locks will not be opened for public use on the Sabbath, except for the passage of "vessels of the United States, engaged in the public service, or in the transportation of property or troops of the United States." (Lake Superior Jour., June 14.

WOMAN'S FRAILTY.—Several months since, Emma Welsh, the daughter of respectable parents in this city, was at their request sent to the House of Refuge to protect her from the corrupt associations she had formed. While there she conducted herself so well as to win the esteem of the officers of that institution, and to establish with her home in a respectable family.

to provide her with a home in a respectable neighbourhood in Oxford, by whom she was promised a good education. She had not lived in her new home long before she was decoyed away by two young lawyers of this city and a young woman named Mary Jane Williams, whose pernicious influence over her it had been sought to avoid by sending her to the House of Refuge. She

was brought to this city and induced to renew her life of folly and crime by her wretched seducers. Her retreat in the city was kept secret for some time, the parties eluding the vigilance of the police, who were on the watch. It was at last discovered, and she has been sent back to the House of Refuge. This is the story told by Emma herself; it may be true, and it

may not. If she was really making an effort to reform, we hope it is not too late yet, and that another trial may be more successful. We suppress the names of the Attorneys implicated, for the present, because the charge made against them may not be sustained. [Cincinnati Gazette, June 26.]

KNOW-NOTHINGS IN RHODE ISLAND.—A meeting of the Know-Nothing State Council of Rhode Island was held on Wednesday, and approved the action of their delegates at Philadelphia. A platform of principles was adopted, embracing the following points:—

unconditional restoration of the Missouri Compromise; the repeal without retroactive operation, of all acts of Congress making grants of land to unnaturalized foreigners; the refusal to extend the right of suffrage to all foreigners until they shall have resided in the United States twenty-one years; the holding of public offices by natives only; a legal and Constitutional

bhibition of all traffic in alcoholic liquors; and the removal of the regulation of accresce which at present binds the Order. The "American" portion of the platform is very similar in substance and language to that of the Know-Nothing Convention at Philadelphia